



U.S. Merchant Marine Academy

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Chapter 6

Alumni Activities and Remainders

KINGS POINT BATTENS DOWN THE HATCHES TO WEATHER BUDGET BATTLES BY THOMAS J. OHAHA

December 30, 1941...The Japanese had attacked Pearl Harbor only three weeks earlier, leaving the US. Pacific Fleet in smoldering ruins. Throughout the Pacific, in Malaya, the Philippines, Java and elsewhere, the Emperor's forces seemed invincible. On the other side of the world, Hitler's U-boats tightened their strangle hold on the embattled island nation of Britain. In Africa, Field Marshall Rommel's tanks were poised to strike at Britain's lifeline to her eastern empire—the Suez Canal. In Russia, the Nazi hordes surrounded Leningrad .Further east, German patrols were in sight of the Kremlin's spires...

Understandably, few Americans took notice of legislation passed by Congress on the next to last that day of 1941 which authorized \$100,000 for the purchase of auto magnate Walter P. Chrysler's 12 acre estate. Located in Kings Point, NY across the Long Island Sound from what was then called the New York Merchant Marine Academy at Fort Schuyler, this site was to be the permanent home of the United States Merchant Marine Cadet Corps, which was itself created by the U.S. Maritime Commission's General Order of March 15, 1938.

When President Franklin Delano Roosevelt signed the bill into law on March 4, 1942, the U.S. Merchant Marine Academy came into existence. Fifteen days later, on March 19, 1942, the Lykes Brothers ship *Liberator* was torpedoed and sunk, taking Merchant Marine Cadet Howard P. Conway with her. The U.S. Merchant Marine Academy was at war.

Today, Kings Point is one of the loveliest college campuses anywhere, but in 1942-43 it was no more than a scar on the face of Long Island's affluent North Shore; a massive, ugly construction site, alive with noisy activity. Clouds of dust enveloped the area by day—unless it rained, transforming the former estate into a sea of mud. Incredibly, amid all the sound and fury of a war time construction project proceeding at breakneck speed, young men were being trained for service on the hundreds of merchant vessels being turned out at an equally frenzied pace in shipyards around the country.

In 1939, when the U.S. Merchant Marine Cadet Corps was still searching for an

Atlantic Coast home, Capt. James Harvey Tomb had allowed the cadets to temporarily stay at his Fort Schuyler school. On April 15, 1942, the 66 year old Captain Tomb sailed across the Sound to become the Academy's first superintendent. His task was a daunting one: Oversee the physical construction of the Academy while, simultaneously, assembling a faculty and administrative staff capable of quickly training thousands of new merchant marine officers. Although peacetime plans had called for a four year curriculum, Captain Tomb's staff shortened the program to 18 months. "What's more, the training had to be done now. Hitler had unleashed the full fury of his deadly U-boats and Luftwaffe upon U.S. shipping after Pearl Harbor, and nearly annihilated the cream of America's peacetime merchant mariners within a matter of months.

Captain Tomb's hastily assembled staff wasted no time. In 1942, the Chrysler mansion, which today houses administrative offices, housed classrooms and dormitories as well. The estate's greenhouses became machine shops, while the outdoor swimming pool was the scene of many an "abandon ship" drill. Old wooden Civil Conservation Corps shacks trucked in from New Jersey sprang up overnight in whatever open space was available. Lathes, engines and pumps were "liberated" from naval warehouses at Brooklyn's Bush Terminal, where they had been stored after being removed from merchant ships undergoing conversion. The land adjacent to the estate was purchased so that the campus and facilities could be expanded.

In only 18 months, the same amount of time it took to turn out a wartime third engineer or third mate, the nucleus of today's modern campus was completed and, on September 30, 1943, the United States Merchant Marine Academy was officially dedicated. His mission accomplished, Captain Tomb retired to private life on October 16.

WAR PUNCTUATES CADET TRAINING

Of Kings Point's 17,000 alumni, over 7,000 graduated during World War II. Then, as now, a Kings Point education included a period of training aboard American merchantmen to acquire practical experience. In those days, however, shipboard training too often included hands on experience with screaming dive bombers and silent, deadly submarines. The sea and enemy action claimed 142 midshipmen, most during those dark days at the beginning of the war. Sixty-eight Kings Point graduates were also killed.

The most famous of the 142 midshipmen fatalities was Edwin J. O'Hara, an 18-year old cadet assigned to the Liberty ship *Stephen Hopkins*. The *Hopkins* was alone, heading westward across the South Atlantic in September, 1942, when it encountered two German surface raiders. Although armed with only a four inch gun and other light armament, the Americans chose to fight. The two Germans pounded the *Hopkins* mercilessly. Eventually, the magazine exploded and casualties mounted. With his ship burning and beginning to settle beneath the waves, Cadet O'Hara ran to the four inch gun after its crew had all been killed. Loading and firing the *Hopkins'* remaining

shells single-handedly, the teenage cadet sank one of the raiders and damaged the other before going down with the *Hopkins*.

Today, the U.S. Merchant Marine Academy is the only one of the five federal academies permitted to display a battle standard—this in recognition of the fact that its students alone saw combat while still undergraduates. But, if Kings Pointers are proud of their institution's record during a time which many consider the American merchant marine's finest hour, that pride is tempered by fear that others have misconstrued that first chapter of the Academy's history; they see Kings Point as nothing more than an emergency wartime measure which has outlived its usefulness.

In reply, the Academy cites the official report published by the Academy's Second Congressional Board of Visitors in 1944:

"TO DISPEL A MISUNDERSTANDING, THE BOARD DESIRES TO STRONGLY EMPHASIZE THE FACT THAT THE UNITED STATES MERCHANT MARINE CADET CORPS WAS CREATED PRIOR TO THE WAR PURSUANT TO THE PROVISIONS OF THE MERCHANT MARINE ACT OF 1936 AS AMENDED, AND THAT ITS SITE AT KINGS POINT, NEW YORK, WAS ACQUIRED FOR THE PURPOSE OF CONSTRUCTING A PERMANENT MERCHANT MARINE ACADEMY."

THE GENESIS OF USMMA

The Merchant Marine Act of 1936, which said, among other things, that America's merchant fleet was to be "manned with trained and efficient citizen Personnel", was the culmination of decades-long federal involvement in maritime education. An act of Congress approved by President Ulysses S. Grant in 1874 has provided vessels and limited funds for a state scholarship program, but it was believed by some that access to a maritime career should be made available to all American youth. With that serving as catalyst. Congress passed the Postal Aid Act of 1891, which granted subsidies to shipping companies with contracts to carry U.S. mail if they agreed to train cadets aboard their vessels. The system's flaws were many. Selection of the cadets was indiscriminate and often depended upon candidates' political or family connections. Supervision and the quality of training varied from ship to ship, depending upon the officers serving on them. What's more, there was no standard curriculum in existence.

In 1934, the passenger liner *Morro Castle* burned at sea, resulting in the deaths of 134 people. The investigation that followed indicated that the incompetence, negligence and even cowardice of some of the crew exacerbated—and, indeed, might have caused—the disaster. This incident and the 1936 Act prompted the creation of a federal commission chaired by retired Navy Adm. Henry A. Wiley, and including businessmen Telfair Knight and Richard R. McNulty, a Massachusetts Nautical School graduate who had written a series of published articles between 1929 and 1934 advocating standardized and disciplined government supported merchant officer training.

The three were charged with instituting just such a training system, resulting

in the creation of the U.S. Merchant Marine Cadet Corps in 1938, with Mr. McNulty as supervisor. The commission's efforts were ratified in 1939 when the Maritime Commission issued a report supporting the continuation of the state academies, but recommending a thorough federal cadet system.

Now, with the war over, Kings Point quickly reverted to peacetime status. On September 17, 1945, only weeks after Japan's surrender, the Academy announced that it was instituting the four year training program originally envisioned in 1939. On August 9, 1946, Public Law 705 granted Kings Point equal status with the other service academies in conferring a Bachelor of Science degree, contingent upon the school's receiving recognized national accreditation. This occurred three years later, in December 1949, when examiners recommended that Kings Point be admitted to the Middle States Association of Colleges and Secondary Schools. And, on February 20, 1956, President Dwight D. Eisenhower signed Public Law 415, granting permanency to the U.S. Merchant Marine Academy and establishing the statutory requirement that students be nominated by members of Congress from each state and then selected competitively on the basis of state and territorial quota. Public Law 415, or the "Kings Point Permanency Bill" as it was dubbed, came at a critical time, when a series of severe budget cutbacks threatened the existence of the school.

In 1985, some Kings Point administrators and alumni believe that history may be repeating itself.

A WORRISOME ONE TWO PUNCH

The U.S. Maritime Administration (MarAd) has ordered the Academy to cut the incoming class of 1989 by five percent, this coming on the heels of reductions over the past two years which will eventually reduce the Regiment of Midshipmen by 25 percent from previous levels. Cutbacks in student enrollment will only produce limited savings, administrators believe, and continuing MarAd budget cuts have meant that the school's modernization program has had to be curtailed.

The recently published Grace Commission Report has stated that the present condition of the American maritime industry does not justify the existence of so many maritime academies in this country and, although Kings Point administrators will not come out and say so publicly, there can be no denying that they are beginning to feel the pressure from state academies competing for both federal money and maritime employment for their academies' graduates. While Kings Point's student body has remained constant since the end of World War II, many of the state academies have expanded their plants and student bodies considerably. And, while state academy administrators, who must contend with state legislatures and the larger state university systems within which their schools operate, may disagree, Kings Pointers must deal with a federal bureaucracy that is more inflexible than anything the state schools must contend with.

Nevertheless, change has occurred at Kings Point in recent years. In 1965, the academy instituted the nation's first dual license program, in which midshipmen can

study for and obtain both a mate's and engineer's license. On July 16, 1974 Kings Point became the first federal academy to admit women. Four years later, on June 26, 1978, eight survivors from the original group of 15 became the first women to graduate from a U.S. federal academy.

In recent years, a fourth academic major, Marine Engineering Systems, was added to the original courses of study which include Marine Engineering, Marine Transportation (for deck officers) and the dual license program. The Marine Engineering Systems program, which consists of theoretical engineering courses, is designed to help graduates qualify for advanced degrees. And, recognizing that future ships' officers will also have to be skilled managers, Kings Point has combined its Nautical Science Department and the Department of Maritime Law and Economics into the Department of Marine Transportation, with a Nautical Science Division and a Division of Maritime Business Administration.

In 1980, the Maritime Training and Education Act legally established compulsory merchant marine and U.S. Naval Reserve service by Academy graduates. The first class to be affected by the new law will be the Class of 1986, whose members will be required to either sail as a merchant marine officer on a U.S. flag vessel, work in the maritime industry ashore (if no sailing jobs are available) or serve as a commissioned officer in the National Oceanic and Atmospheric Administration (NOAA)—all for a minimum of five years after graduation. Kings Point graduates must also serve in the U.S. Naval Reserve for six years. And, as with the other federal academies, midshipmen leaving Kings Point after their sophomore year can be called up for active duty in an enlisted man's status.

The Marine Corps has also taken an interest in Kings Point, assigning a captain and drill instructor to the Academy to teach both close order drill and courses in amphibious warfare, considered particularly important now that merchant marine officers are serving with the Rapid Deployment Force in the Mideast. Second classmen pursuing a second lieutenant's commission after graduation must now spend the summer before their senior year going through the Corps' "Bulldog" program—a boot camp for officers.

A FOGGY FUTURE

What does the future hold? Administrators point out that, despite criticism from some sectors that Kings Point is flooding the job market with unneeded and unwanted officers, in fact, only 18 percent of the new licenses granted annually go to Kings Pointers—and that was *before* the recent cutback in student admissions. Kings Point's mission, they stress, has always been to produce *leaders*—men and women who will contribute to the industry in shoreside capacities as well.

They contend that as the site of the National Maritime Research Center, which also includes the Computer Aided Operations Research Center (CAORF), the officer training facility for NOAA, the National Maritime Resource Center (which stages seminars for the maritime industry) and continuing education for merchant marine

officers (Master Mariners Readiness Course and the Marine Diesel Continuing Education: program), the U.S. Merchant Marine Academy at Kings Point is an institution for *all* of the maritime industry in the U.S.

A Maritime Nation

“ALL THE SHIPS AT SEA”

The United States Navy, The Marine Corps, The Coast Guard, The Merchant Marine. The Defense Industries and the American people

Those are the essential elements of U.S. Seapower. All are important. None can be taken for granted. Lacking one of them would weaken us in peacetime and in time of war would cripple us.

“Without a decisive naval force”. George Washington said, “We can do nothing definitive, and with it everything honorable and glorious.” And John F. Kennedy said that “Control of the seas means security. Control of the seas means peace. Control of the seas can mean victory.”

Today, control of the seas requires control of the air over the seas, control of outer space, and control of the miles of ocean between the seabed and the surface of the sea.

Through its forward-deployed carriers and surface combatants - the fast-moving, hard hitting cruisers, destroyers, and frigates - the Navy is able to control the sea, and the skies above, if and when U.S. and Allied interests are threatened, anywhere in the world. The Navy’s ballistic missile submarines are the most survivable leg of America’s strategic triad of bombers and land- and sea-based ballistic missiles. In time of war, the Navy’s nuclear attack submarines would sweep the seas of enemy ships and submarines, while U.S. minesweepers and minehunters would keep America’s port and shipping lanes clear.

Navy and Marine Corps task forces are strategically located in or near the potential trouble spots of the world. Their mission is to keep the peace. But if deterrence fails, they are ready to respond immediately, and in force. The Marine Corps, first to fight, is today, as throughout its history, the leading edge of the nation’s combat forces.

In peacetime, the Coast Guard is perhaps the busiest and the most ubiquitous of all the sea services. It is the nation’s lifesaving service, and leads America’s drug-interdiction effort. It also is charged with port security, the licensing of mariners, boating safety, pollution control, iceberg patrol, and a multitude of other vital tasks. In time of war it is an equal partner with the Navy and Marine Corps. During the Gulf War the Coast Guard led the maritime intercept operation against Iraq, and effort that continues today.

The U.S. Flag Merchant Marine is the vital “fourth arm of national defense,” as

important to America's economic well-being as it is to national security. "A great and prosperous merchant marine is indispensable." Theodore Roosevelt told Congress. "to the spread of our trade in peace and the defense of our flag.."

Just as important as the sea services themselves, though, are America's shipbuilding and aerospace and electronic industries. And most important of all is the goodwill and support of the American people. We ask you to join us in providing that support.

From colonial days to the present, America's sea services have been the frontline of our national defense and the key to our prosperity.

THERE IS NO REASON TO THINK THAT TOMORROW WILL BE ANY DIFFERENT

(From the Navy League)

THE EARLY DAYS OF THE U.S.M.M.A.
ALUMNI ASSOCIATION
THE CADET CORPS AND THE ACADEMY

By: Joseph M. Mahoney '43

National Treasurer 1945-1948

National President 1948-1953

FORWARD

Alumni who graduated after 1950 are vague in their understanding of the early years of the Cadet Corps, and that hectic period from 1939 through 1942.

Prior to 1943 there were many designations that defined a cadet's training program. Expressions existed such as Mail Cadet, Cadet Officer, Schoolship Cadet. Cadet Corps Special.

This is a reminder of these founding years. It is dedicated to the survivors of the classes of 1942 and earlier who are now planning their 50th Anniversary at Homecoming 1992.

This is my recollection of how things were, confirmed by a few notes here and there. Safe to say that there are many omissions, but hopefully not too many corrections necessary

HOW THE U.S. MERCHANT MARINE CADET CORPS BEGAN

The Postal Act of 1891 stipulated that all U.S. Government subsidized vessels would carry on America born boy under the age of 21, for each "1000 tons gross register". Subsidized vessels would not be cleared for any voyage without its

required compliment of cadet aboard. Since most of the subsidized vessels were carrying U.S. Mail the cadets aboard became known as "Mail Cadets". This program had no training organization and no supervision. It was in effect on-the-job training. It was also a way to introduce young men to a sea-going career.

The Merchant Marine Act of 1936 provided for a program of building merchant ships. It also provided for a New Federal Cadet Training Program to train officers to man these vessels.

Richard R. McNulty, as 1919 graduate of the Massachusetts Nautical Schoolship, and a pioneer in the early 1930's of advocating more formal education in training merchant marine officers, was appointed supervisor of the U.S. Merchant Marine Cadet Corps. He was responsible for all Federal Maritime Training Programs

On March 15, 1938 there were 99 Mail Cadet on American subsidized vessels. On that date R.R. McNulty enrolled these 99 Mail Cadet in the U.S. Merchant Marine Cadet Corps Program. They became the first cadets of the Cadet Corps. Thus March 15, 1938 is considered the birth date of the U.S. Merchant Marine Cadet Corps and Academy.

Some of these 99 Mail Cadets already had obtained their 3rd Mate's or 3rd Assistant Engineer's license. They were called Cadet Officers. They would stay in the U.S. Merchant Marine Cadet Corps program, sailing at sea on subsidized vessels as a cadet officer earning \$50.00 per month. They would graduate from the Cadet Corps when they obtained a job as a licensed officer.

Many of the Cadet Officers were graduates of the New York State Schoolship, Massachusetts Nautical Schoolship, or Pennsylvania Schoolship. Since they already had their Third's License they joined the Cadet Corps as Cadet Officers. In this way they could obtain a berth at sea and earn \$50.00 per month. The following table shows the number of graduates of the Cadet Corps, by year, that they entered the ranks of the Alumni

Year	Cadets Graduated	Cadet Officers Graduated	Total for year	Total Alumni
1938	2	8	10	10
1939	18	118	136	146
1940	33	151	184	330
1941	36	83	119	449
1942	365	13	378	827

When the U.S. entered World War II on December 7, 1941 there were a total of 425 cadets enrolled in the program. All licensed Cadet Officers obtained seagoing jobs by the end of 1942. This would be the last of the Cadet Officers graduating from the Cadet Corps.

In August 1941 many of the subsidized vessels that our cadets were sailing on

were taken over by the Navy. There were about 40, cadets placed on active duty since they were in the Naval Reserve. They entered the Navy as Midshipmen. Also about this time the Cadet corps training program was reduced from the four year course to eighteen months. The Coast Guard reduced the required sea time to nine months. Licensed Officers were already in great demand.

This reduction in the course caused much confusion to the cadets as well as the administration. The cadets at sea had varying amounts of sea time, from a few months to a few years. Suddenly many were qualified to graduate if they could pass the Coast Guard License exam. Many cadets would arrive at the Academy at Kings Point in 1942 just to prepare for the Examination. These cadet were called SPECIALS. Also in the early part of 1942 the Pennsylvania schoolship was discontinued and their students were automatically enrolled in the Cadet Corps.

Cadets having their nine months sea time in, were assigned to the Academy starting in April 1942. This assumed of course that the ship that the cadet was on was in a location that he could get off. Many a cadet spent his career shuttling about the Pacific. Other cadet had their sea time interrupted by a torpedo or a bomb. One hundred and forty three lost their lives.

In May 1942 two sections of cadets were started at the Academy. They would attend classes at the Academy for a period of eight months, and then graduate. The first groups were Sections 1 H 1 and 1H 2 (Later to be relabeled as A 201 and A 202. The odd numbers were deck, the even numbers engine. There was an average of about 35 cadets per section. Every two months thereafter, during 1942 and 1943 new sections were formed.

Sections A201 and A202 graduated in December 1942. Two months later they were followed by sections A203 and A 204. About half of these 140 graduates would be called on active duty by the Navy, many of which would be immediately assigned to the Academy as instructors. Six months later many would be assigned to sea duty on a naval vessel.

With about 40 graduates assigned to the Academy at Kings Point during the period March 1943 to 'December 1943, it was an appropriate time to start the Alumni Association. This is how it began.

HISTORY OF THE ALUMNI ASSOCIATION OF THE U.S. MERCHANT MARINE CADET CORPS AND ACADEMY. YEARS 1943-1953

By Joseph M Mahoney '43

National Treasurer 1945-1948

National President 1948-1953

Admiral Giles Stedman was Commandant of Cadets, and later Superintendent of the Academy during the period May 19,1942 through March 31 1946. During the 1942 and 1943 period he often spoke to the student body. He termed them "smokers". They

were always in the evening. Attendance was voluntary, but hardly a cadet would miss his talks. As a former Master of the SS America until being called to active duty by the Navy, he was revered by the cadets. He was a bit of a spellbinder. He would gaze into the future and envision oceans filled with American Merchant vessels manned by "Kings Pointers:", - a word that he first coined. A typical closing to his "Smoker" went like this, . . . " and in the years to come when we meet at sea, a toot of the whistle and a blast of the horn will mean a Kings Pointer is passing.

It was in this spirit , and with the endorsement of the Supervisor of the Cadet Corps, Admiral Richard R,. McNulty, that steps would be taken to form the Alumni Association.

Admiral Stedman assigned the job to Lt. Commander Lauren McCready who was then Head of the Department of Engineering. He passed the word around the Academy to all graduates that a meeting would be held at Fulton Hall. The date was Friday, 16 July, 1943 at 1600 hours.

There were about 40 graduates assigned to the Academy at Kings Point at that time. Most of them came from the Sections A201 through A206 who had just graduated in the period December 1942 through April 1943. Just about all attended this meeting. The meeting was directed by Cmdr. McCready. He explained the purpose of the meeting,- that we were going to start an Alumni Association. He offered to the body a slate of candidates for nomination, that he had prepared on the basis of earlier interviews. Additional nominations from the floor were called for, none were forthcoming.

The nominated slate of candidates for office were unanimously endorsed by acclamation

The Pro Tem Officers elected for one year term, from 16 July 1943 to July 1944 were as follows:

President -	Maxwell E. Marshall '41. Max at this time was Head of the Diesel Engineering Department
Vice President: -	Howard V. Jennings '42 Instructor, Dept of Seamanship & Navigation
Secretary: -	Thomas J. Pasimeni '42, Instructor Steam Engineering
Treasurer: -	John F. Ryan '42 Instructor, Dept. of Seamanship & Navigation

There were close to 40 graduates who attended this meeting. Some of the names that we know attended are listed. (About 11 names appear to be missing.)

Hugh Archibald, Jr. '42
John E. Brooks '43 (Section A204)
John J. Burke, Jr. '43 (Section A204)
Raymond E., Carlin '42
Gordon R. Cole '43 (Section A203)
Patrick J. Connolly '43 (section A203)

Sumner C. Clark '43 (Section A203)
Delio A. DeDiana '42
Robert F. Fleischauer '43
William L. Haddad '42
George D., Kelly '43 (Section A204)
Gordon L. Kerr '43 (Section A203)
Robert L. Hall '43 (Section A204)
Alfred J. Hamilton '43
Perry W. Linthicum '43 (Section A204)
Walter N. Larkin '42 (Section A201)
Lawrence J. O'Neil, '42
Joseph M. Mahoney '43 (Section A204)
Joseph Pagnelli '43 (Section A206)
Benjamin W. Schulman '43 Section A203)
Henry Schulman '43 (Section A206)
Daniel L. Sussman '43 (Section A203)
Cyril V. Storer '42

Sections A201 and A 202 graduated in December 1942, Sections A 203 and A 204 graduated in February 1943. Most of the men listed above were called on active duty with the Navy. Upon graduation they were assigned to the Academy immediately as Instructors to the preliminary Cadets arriving in great numbers. Within six months most of these graduates would be reassigned to Navy ships.

The first task of these newly elected officers was to establish a constitution and By-Laws. Attached to the Legal staff of the Academy and Administrative Office was a lieutenant (jg) W. M. Wallace, USMS. Admiral Stedman suggested that he work with the Alumni Officers to assist in the preparation of the constitution of the Alumni Association of the U.S. Merchant Marine Cadet Corps. Inc.

In April 1944 the Constitution and By-Laws were incorporated in the State of New York. The original Pro Tem Officers had completed their major objective In spite of the distractions of the war.

Shortly after the incorporation of the Association, an Alumni Council was formed with the function of keeping the new organization active. This body consisted of the following alumni during the period April 1944 to February 1945.

J. Richard Kelahan '42
Robert E. Theiman '42
James G. Sylvester '42
Robert W. Harbut '42
D. V. Yeich '44
Frederick R. Zumbrunnen '43

In July 1945 new Temporary Officers had been appointed to carry on the activities of the Alumni since many of the original Pro Tem Officers had been reassigned away from the Academy, including Max Marshall and Howard Jennings, President and Secretary, respectively.

New temporary officers would serve and keep the association active. They were appointed by the departing officers, They would serve from July 1945 to November, 1945, and are listed as follows. It will be noted that Commander McCready's influence as head of the Dept. of Engineering was always present.

President -	Andor E. Utheim '42	Andy became Head of the Diesel Engineering Dept. When Max Marshall left the Academy.
Vice President -	Joseph J. LaRocca '39	Steam Engineering Instructor
Secretary -	Thomas J. Pasameni '42	Steam Engineering Instructor
Treasurer -	Martin Knoblock '42	Steam Engineering Instructor

In September 1944 this group of officers established Annual Dues for the first time. The dues were a modest \$1.00 per year. The surprise was that \$1,100.00 was collected by early 1943

In September 1945 this same group of officers increased the annual dues to \$3.00 per year. It developed that by the end of 1945, 2900 alumni would pay their dues, representing about 41% of the total graduate body

Andy Utheim and his group assembled a slate of candidates for National Officers as per the new constitution. All positions were contested, and ballots were sent to every graduate whose address was known, As a result of this FIRST NATIONAL ELECTION held in October 1945 the new officers were named for a two year term. The term of office for the four officers was from November 1, 1945 through October 31, 1947

President -	William R. Griswold, '42
Vice President -	Mark E. Campbell, '42
Secretary -	Robert J. Carroll '43
Treasurer -	Joseph M. Mahoney - '43
Advisory Council :	Maurice W. Price '44 -- 1 year term
	Edward J. Carroll '44 -- 2 year term
	Robert W. Harbut '42 -- 3 year term

All of the above officers were recently reassigned to the Academy, most having just returned from sea duty. Victory in Europe Day (VE Day May 8 '45 and VJ Day Sept 2, '45)

With World War II over, and our fellow alumni returning to the states to establish peacetime careers, addresses were constantly changing. It was a full time job to keep track of their whereabouts.

At the same time the first national elections were being held in October 1945, the retiring Pro Tem Officers were conducting interviews for a prospective Executive Vice President. Article VIII, Section 4 of the constitution stipulated a term of 4 years. After interviewing many candidates they selected Theodore ("Ted:") L. Kingsley '45, a recent graduate of the Academy. The agreement was made with Ted on October 22, 1945 to be effective November 1, 1945. The salary was \$3600.00 per year. (This was equivalent to a Lieutenant (jg)'s pay in 1945)

At the same time an Alumni Office was started. The address was 45 Middleneck Road, Great Neck, NY. It was on the second floor with a prestigious view of the street. The rent was \$35.00 per month. A secretary was also hired. Her main job was to track down the addresses of the ever mobile Kings Point graduates. When the newly elected officers took over on November 1, 1945 the bank balance of the Association was about \$6000, all derived from annual dues.

Our new President, Bill Griswold, instituted a series of monthly membership meetings. They were held at the Maritime Exchange Meeting Room, 80 Broad Street, New York City. They were scheduled for 7 PM. The first meeting was in December 1945. We were all amazed to have a turnout of a couple of hundred alumni with such little notice. It was obvious that many of the alumni attending these meetings were just off ships or passing through to relocate back home or on a new job. The significance was the membership attending the meetings wanted the Alumni Association to have Local Chapters, and second, to establish an organized employment office. The membership input into these meetings established the first direction of the organization.

In May 1946 the Alumni Association was introduced into its new career. Congressman Emanuel Sellers of Brooklyn, NY introduced a bill into Congress to eliminate Kings Point and the U.S. Merchant Marine Cadet Corps. He pointed out that the program was only a wartime measure for training merchant marine officers. He further stated that this training could be accomplished by the New York State Schoolship at Fort Schuyler, Bronx, NY.

The immediate response of the Alumni Association came from our President Bill Griswold. It was in the form of a telegram addressed to Congressman Sellers. The message our Alumni President conveyed was that the "Academy and the U.S. Merchant Marine was authorized by the Merchant Marine Act of 1936 and actually started on March 15, 1938 when 99 Midshipmen were enrolled in the U.S. Merchant Marine Cadet Corps. Further, The First National Competitive Examination was conducted on April 17, 1939, long before any temporary wartime programs were established."

At this time our President Griswold was on active duty at the Academy assigned to the Academic and Research Center working on the proposed four year curriculum for Deck students. A few days later Bill received a telephone call from Washington. Calling was Captain Hewlett R. Bishop, Atlantic Coast Director of the Maritime Administration. He stated that the Congressman's office had complained to the F.B.I. That a government employee at the Academy, Lt. William Griswold, had violated the

Hatch Act. The wire to the Congressman should never have been sent. He would get only this one warning. (The Hatch Act in effect states that a government employee cannot use influence to effect political matters.) Using Bill's words "It has become evident that for our Alumni Association to be effective, its management would have to be divorced from the Academy."

A few days later, at a meeting of the Advisory Council of the Association, Griswold resigned. Since all the other officers of the Association were on active duty or on the Pacific Coast, no one of the Council was in a position to take over under these circumstances.

The new president elected by the Advisory Council was Murray E. Morse, Jr. '43 to fill the unexpired term. This was in July, 1946. At this time Murray Morse was the editor of the marine publication "The Log". It was one of the most prestigious marine magazines at that time.

With the new President working in New York City, and the office in Great Neck remote to the requirements of the membership, the Alumni Office was relocated to 147 Fulton Str., New York City. The executive Vice President, Ted Kingsley, relocated his work day to NYC and hired a new secretary.

The new office was extremely small, it was on the second floor above the All Bilt Uniform store at 147 Fulton Str., New York City. The rent was \$45.00 per month. There were two small rooms one for Ted and his secretary, the other consisting of standing room only for the heavy Alumni traffic.

The Bill to eliminate the Academy that Congressman Sellers had in mind never materialized, and died in Committee, although it was a warning of problems in the immediate years to come.

It was here that the Alumni's first employment bureau started. The manager of the Employment Bureau was always an unpaid volunteer. He would of course have the advantage of first reviewing the incoming job prospects. If one particularly appealed to him he would himself apply for the position. It followed that we had many Employment Bureau Managers.. Job opportunities came in abundance during this period. They came through through alumni leads, the Academy administration, and a general booming maritime industry. Any alumnus who stayed in touch with the office could get a job in a short time.

In July 1946 the Annual Dues were increased to \$10.00. By December 1946 approximately 1900 members had paid their annual dues.

Also in July 1946 the Alumni Council established a LIFETIME MEMBERSHIP. The cost of a lifetime membership was \$100.00. The plan was for the Association to buy a share of AT&T stock with the \$100.00. The annual dividend at that time was averaging \$10.00 per year. Many alumni became lifetime members. (Years later this program would cease along with the collecting of annual dues.)

When Admiral Stedman was released to inactive duty by the Navy, thus ending his tour of duty as Superintendent of the Academy on March 31, 1946, he was replaced by Admiral Richard R. McNulty, who at the time was Supervisor of Cadet Training in

Washington. He relocated to the Academy and held both titles.

Admiral McNulty was recognized by the Alumni as the Father of the Cadet Corps and was close to the Alumni Officers. It was both a surprise and a shock in Mid March 1948 that Admiral McNulty was abruptly relieved as Superintendent and replaced by Commodore Gordon McLintock. Both Murray Morse and Ted Kingsley of the Alumni Association got into the fray objecting by letters, telegrams and telephone calls to Admiral W.W. Smith, Chairman of the U.S. Maritime Commission and to Admiral Telfair Knight, Chief of the bureau of Training in Washington. Despite all the objections of the Alumni, the Robert L. Hague Merchant Marine Industries Post of the American Legion, and others, the decision made in Washington prevailed. Admiral McNulty returned to Washington remaining Supervisor of Cadet Training until his retirement in 1952. However, the uproar created did not make Commodore McLintock feel too welcome at the outset. (See appendix 1 for letters on the subject).

Treasurer Joseph Mahoney relocated his job as a Diesel Instructor at the Academy to be Chief Engineer and instructor at the Marine Engineering School of the Seaman's Church Institute of New York, an upgrade school for licensed marine engineers. The Seaman's Church Institute was a 15 story building on South Street, New York City. Its function was as a hotel for marine personnel, in addition to the deck and engine upgrade schools.

In May of 1948 a meeting of the Advisory Council of the Alumni was held in the board Room of the Seaman's Church Institute. Two important items were on the agenda. The first was that Murray Morse had announced that he was relocating in Texas and since he would be too remote from the daily activities of the Association he would resign as National President.

At this meeting new officers were elected to fill vacancies due to resignations or non availability. As a result of this election conducted by the remaining available Council Members the new officers were elected as follows. They would serve from May 1948 to early 1949 when a new national election would be held.

President	Joseph M. Mahoney '43
Vice President	Richard F. Fagan '45
Treasurer	Michael R. Vincel Jr. '44
Secretary	William Bittle '43
Council Members	John L. Collins '45
	Robert E. Fray '44
Executive Vice President	Theodore L. Kingsley '45

The second item on the agenda for the newly elected advisory council's consideration was presented by Captain Alfred Morasso, Business Manager of the Institute.

Captain Morasso was aware of our crowded office space above All Bilt's and felt

that it would be mutually beneficial for the Alumni Association and for the Institute if the Alumni Association made its headquarters at the Institute, (Captain Alfred Morasso at that time had a son at Kings Point and who is now Captain Alfred Morasso Jr., class of '48.)

The Captain showed the Council a spacious office area on the second floor of the Institute, consisting of about 4000 square feet. It had beautiful panelled walls, floor and ceiling were in excellent condition, There would be no rent, no electrical bills. The walls had four rows of book shelves on two sides. The Institute would fill the shelves with books from their vast Library which was across the hall from the proposed new office. We could select whichever books we wished. The Advisory Council of the Alumni Association accepted the Institute's and Captain Morasso's offer with enthusiasm. The space was partitioned to make three offices and leave a very large lounge area for visiting alumni.

The new Alumni Lounge was very successful. It attracted visiting alumni when in the area, plus it was a common rendezvous for alumni who worked in the New York and New Jersey areas. Local chapters met here,- the Manhattan Chapter, The Brooklyn and Staten Island Chapters that existed individually at the time. However, with the availability of a common meeting area at the Alumni Lounge, these chapters would soon merge into the Port of New York chapter

In early 1949 new elections were scheduled to be held in accordance with the new constitution and By Laws that had been approved by the Council. The significance of the new constitution was that instead of an Advisory council the new officers of the Association would consist of the four National Officers plus eight members of the Board of Governors from four geographical areas, as follows, Atlantic Region, Great Lakes Region, Pacific Region. And Gulf Region.

There was not too much interest in the scheduled National Election of 1949 until President Mahoney made an announcement that was a real attention getter. He announced that Ted Kingsley's term of four years as executive Vice President had expired, and that he was not going to re-appoint him. He requested Ted's resignation. This was not going to come easily.

Ted had a loyal following throughout the Association, particularly among many of the local chapters that he had helped establish in recent years as Executive Vice President. Arthur Coday '47, President of the New York chapter, became Ted's campaign manager. The Association was now involved in internal politics for the first time. It was particularly distracting at this time when the Academy's appropriations were the most important concern. Our graduates around the country and the Chapters all had the common interest of a secure Academy with secure annual appropriations. Not all felt able to get into the annual appropriations battle as they worked their daily jobs miles away from the National Headquarters. However, one thing they could understand that disturbed them immensely was that when they got a letter out of the blue stating that the new President

To be continued -- Joe Mahoney

UNITED STATES MERCHANT MARINE ACADEMY, KINGS POINT, NY

CLASS of 1942

ATTENDEES and GUESTS at the 50th REUNION October 1992-

DOUG ACHESON	1 '40	PAUL IRISH	1
TAYLOR ANDERSON	2	RICHARD KELAHAHAN	2
WILLIAM AYERS	2 '41	THOMAS KING	1
JIM BALLOU	1	RICHARD KREPPS	1
FRANCIS BARTLETT	2	HUEY LONG	2
PIERRE BECKER	11	JOSEPH MAHONEY	1 '43
LEON BOLLER	2	GEORGE MARSHALL	2
RAY BUCHER	3	DONALD MARTIN	2
EMIDIO CALABRESE	1	CHARLES MATALAS	2
MARK CAMPBELL	1	BILL McLAUGHLIN	2
JIM CLARKE	2	BILL MITCHELL	2 POW
VICTOR COTZ	2	KEN MYHRE	2
JACK CRANDALL	2	HARRY NEWAK	1
ROBERT DAUPHINEE	2	LARRY O'NEILL	2
MIKE DREVES	1	DOUG PONISCHIL	1 '40
CORNELIUS FARLEY	2	JIM QUIGLEY	2
TOM FERKOVICH	2	BILL QUINBY	2
BILL FIGARI	2	JIM RISK	1
ALFRED FIORE	1	ALEXANDER ROTH	4
CHRIS FITZGERALD	2	JOHN RYAN	2
FRED FRICKER	1	ROBERT SCHENCK	2 *
JOE FRIEDEMANN	1	PHILIP SIMMONS	2 '43
PETER GENTILE	2	EDWIN SMITH	2
DAVID GOLDSTEIN	1	ANDREW SNIDER	2
WALTER GREGOREK	1 '43	CHARLES SPEAR	2
WILLIAM GRISWOLD	2	EDWARD SULLIVAN	2
MAURICE GROSS	2	AGINSO VALENTINO	2
RICHARD GUY	1	STEPHEN VARANKO	
RUSSELL HOLM	2	FRANK WENNET	1
MILTON HOUPIS	1	BILL WACHTER	4

Class '42 HONORING CLASS

(ASSOCIATE MEMBERS) at 50th REUNION:

FRANCIS FORD-----'39

DOUGHLAS PONISCHIL----'40

THE ANNALS OF THE U. S. MERCHANT MARINE ACADEMY

BILL AYERS-----'41
JAMES BALLOU (X)-----'42
DOUGHLAS ACHESON-----'43
WALTER GREGOREK-----'43
JOSEPH MAHONEY-----'43
PHILIP SIMMONS-----'43 (X) Medical-went USA-LCOL

HONORED GUESTS
Capt. RAY EISENBERG USNR
MARK ENRIGHT
HAROLD K ING

'92 50th REUNION STAFF
at your service.

GENERAL CHAIRMAN
Pierre R.Becker 603 883-5849

CHAIRMAN HOUSE and SOCIAL
Maurice J.Gross,NY.516 466 9286
Russ Holm,CA.415 435-5497
Dick Kelahan,AZ. 602 942-0044

CHAIRMEN
Taylor Anderson,NW.206 935-2960
Bill Ayers,CULF.504 529-7561
Mark Campbell, S.CA 213 947 6307
Ray Carlin,EAST CEN.412 654-6792
Nicholas J.Craig,SE.912 598-1631
Dick Kelahan,SW.602 942-0044
William V.Figari,N.CA.415 661 9500
Walter Larkin,GR.LKS.708 639-3149
Larry O'Neill,NE.617 848-0444
Arthur Seeber,DELMARVA and NC 804 272 6952

TREASIRER - 50th Reunion and CHAIRMAN NJ
Victor J.Cotz, NJ 201 327-4767

ADVISORY COMMITTEE
CHAIRMAN, Andrew Jackson Snider,
GA.205 991-0476
Robert N.Finnie,CA. 415 456-3443
Robert W.Harbut,SC.803 650-2201

THE ANNALS OF THE U. S. MERCHANT MARINE ACADEMY

Thomas A.King,NY.516 877-1132
George M.Marshall,ME.207 326-4858
Edwin F.Smith,FL.813 864-1153
Frank Wennet,FL/NY.407 848-5013

WHIPS

Howard Bronson,NC 919 636 2250
Eugene Harrower,OR. 503 255 0133
Paul E.Irish, NY. 718 984 0447
Peter Kenny,NY. 516 749 1373
John K.Myhre,WA. 206 275-3709
Wm .F .O ' Reilly, SC. 803 7630223
James A.Quigley,NY.518 877-5893
Wm.S.Quinby,TN & NC.615 235-2372

CLASS CHAPLIN

Russell H. HOLM, 415 435-5497

MEDALS & AWARDS

Marc Enright,NJ.908 647 3556
Bill Quinby,TN. 615 235 2372
Robert Harbut,SC 803 650 2201
Larry O'Neill,MA 617 848 0444

WORLD WAR II FILM COMMITTEE

JACK SNIDER Tel. as above
RUSSELL HOLMS "
BOB FINNIE "
WILLIAM FIGARI " //I n
ARTHUR SEEBER " / 7~CJ

COMMENCEMENT ADDRESS

by General Colin L Powell
Chairman, Joint Chiefs of Staff

Thank you very much, Mr Administrator for your kind introduction. To Admiral Krinsky, faculty, your parents, other family members and friends, congratulations. I know how proud and relieved you must feel. Just last month, my wife Alma and I attended the graduation of our youngest child, Annemarie, from the College of William and Mary. She was our last child to go through college and we were enormously proud, and enormously relieved.

To the faculty and Administration of Kings Point, I offer the gratitude of the nation for once again producing a class of highly skilled merchant mariners.

And to the Class of 1992, I offer my heartiest congratulations for a job well

done.

As I look over your school catalogue, I noticed some of the wonderful courses they made you take during the four years you were here - naval architecture, electrical engineering, fluid mechanics, and that perennial favorite, strength of materials (whatever that means). It reminded me of my own undergraduate engineering education which lasted three months.

I went to City College of New York. I entered in the summer of 1954, applied to the School of Engineering upon parental direction, and was accepted. My first engineering course was mechanical drawing. One hot summer afternoon, the instructor asked me to imagine a cone intersecting a plane in space And I couldn't. We didn't have cones in South Bronx. It was at that point that I decided to drop out of engineering and seek another line of study. My parents were devastated., Family meetings were convened to analyze my prospects and deal with this disaster. It turned out, however, to be a pretty good decision to drop out of engineering.

While the Merchant Marine academy belongs to the Department of Transportation, there has been a long association between our merchant marine and the armed service. Since I became Chairman of the Joint Chiefs of Staff a little over two years ago, I have come to appreciate firsthand why our merchant mariners have long considered themselves the nation's fourth arm of defense.

Because the American seafarer provides an essential service to the well-being of the nation, as was demonstrated so clearly during the operations Desert Shield and Desert Storm, Merchant Mariners - including many of you seated here before me - worked side by side with soldiers, sailors airmen, marines and coastguardsman to get the job done that needed to be done at that time

You know, earlier this month, we observed an historic anniversary from another war. June fourth marked the fiftieth anniversary of the Battle of Midway, the great United States naval victory that marked the turning point in the war in the Pacific during World War II.

While heroes of that battle are well known, the heroes of another epic struggle that was being fought that very same time halfway around the world and not so well known to Americans.

Fifty years ago today, U S merchant vessels operated by your forbears were battling the frigid seas of the North Atlantic to provide a lifeline to our allies in Europe. The sacrifice of those mariners was essential to keeping us in the war until we could go on the offensive.

It was a battle that frankly, in the darkest days of 1942, we were in danger of losing. Our merchant ships were sitting ducks as they sailed from East Coast ports, with German U-boats off our coasts ready to prey upon the unprotected fleets. In World War II, enemy attacks sank more than 700 US flag vessels and claimed the lives of over 6,000 brave civilian seafarers. On this day fifty years ago, June 15 1942, five US flagged ships were sunk or damaged, and hundreds of lives lost, trying to make that perilous journey across the Atlantic.

Not far from here stands the war memorial honoring the 142 Kings {Pointers who died keeping that sea bridge open to our allies and our troops. I am sure that every cadet, as I did this morning, has gazed upon the roll of Honor in the Mariner's

Chapel which bears the names of those heroes and the inscription "To the Glory of God and the everlasting memory of those who made the supreme sacrifice in the cause of freedom".

For too many years, the pivotal contribution of the merchant marine to our victory in world War II has been overlooked. But now the situation has begun to be rectified. On National Maritime Day this past May, Secretary Card awarded new medals for civilian merchant seamen who served during that conflict, as well as new service medals for the veterans of Korea and Vietnam. Men like Captain David Smith, who served in the US Navy during World War II, and later, as a merchant mariner, helped ferry supplies to troops in Korea, and Vietnam and the Persian Gulf.

So let there be no doubt among any in this audience, America is eternally grateful to all those who served in our merchant marine over the years -- grateful for their efforts, their commitment and their sacrifice in the defense of our beloved America. They are second to none.

This year is a significant milestone as well in the history of the Merchant Marine Academy. It was fifty years ago that President Roosevelt signed legislation authorizing the purchase of the land here at Kings Point, and that ground was broken to begin construction of this beautiful institution. A year from now, the Academy will celebrate its fiftieth anniversary of its official dedication. Today it stands proudly as one of our great national assets. It has contributed not only to the preservation and enrichment of our merchant marine, but to our national defense.

And the founding spirit of *Acta Non Verba* lives on. In August of 1990, Saddam Hussein invaded Kuwait and our friends and allies in the Middle East turned to the United States for help. We turned to you and you answered our call, Kings Pointers, when called to service by their country, indeed lived up to the motto "Deeds Not Words."

Sealift was the workhorse of our deployment and our sustainment operations. Ninety-five percent of all equipment and supplies reached the Persian Gulf by ship. In a little more than seven months, almost three and a half million tons of dry cargo and six million barrels of oil were moved by sea. This was far greater than the amount of cargo moved in preparation for the invasion of Normandy over the same period nearly fifty years ago.

We also activated the Ready Reserved Force for the first time. By late February, there were some 500 merchant mariners employed by the Military Sealift Command serving the Gulf, or on the high seas.

The entire Kings Point family joined that massive effort. Some even came out of retirement to return to the sea, including Captain Robert Wilson who sailed as second mate on a Navy sealift ship at the age of eighty-two!

Many of you here served during Desert Shield and Desert Storm as part of your sea training. All told, 152 cadet-midshipmen took part, including fifty-eight members of the graduating class. We are very proud of you. Each of you received the Merchant Marine Expeditionary Medal from the Secretary of Transportation. And, the Academy's Color Guard, which marched in the victory parade last summer in Washington, added another campaign streamer to the Battle Standard, - the only Battle Standard carried by a service academy.

I am very proud to announce today that the Secretary of the Navy has just approved the awarding of the National Defense Service Medal to those members of the Merchant Marine Individual Ready Reserve Group, and Midshipmen who served during Operation Desert Shield and Desert Storm.

The war in the Persian Gulf is over, but the merchant mariner's contribution to our nation continues. In war, merchant seamen have long served with valor and distinction by carrying critical supplies and equipment to our troops in far away lands. In peacetime the merchant marine has another vital role - contributing to our economic security by linking us firmly to our trading partners around the world and for providing the foundation for our ocean commerce.

The United States today remains the world's leader, with global interests and responsibilities. We are a maritime nation. Our strategy demands that we have access to foreign markets, to energy, to mineral resources and to the oceans. We must be able to project power across the seas.

This means that not only do we need a strong navy but a strong maritime industry as well. For, as the brilliant naval strategist Alfred Thayer Mahan once wrote, "Sea power in the broad sense Includes not only the military strengths afloat, that rules the sea or any part of it by force of arms, but also the peaceful commerce and shipping from which alone a military fleet naturally and healthfully springs. And on which it securely rests."

To support the National Security strategy of the President, the Joint Chiefs of Staff have recently completed a new Cold War Military Strategy. Our new strategy recognizes that the Cold War is over and the prospect of a global war has all but disappeared. We rejoice in the collapse of the Berlin Wall, the collapse of the Iron Curtain and communism itself.

President Yeltsin of Russia arrives in Washington tonight for another historic summit meeting with President Bush. Together they will explore new opportunities for eliminating nuclear weapons and for building a firm foundation for future cooperation to construct a permanent peace.

Yes, we all know that the demise of the Cold War has spawned an number of tragic regional conflicts that assault our senses on television every evening. The carnage in Sarajevo, in what used to be Yugoslavia, reminds us that the hatreds of the old world order can flare anew to challenge humanity's hopes for a more peaceful future. Last year, in the Persian Gulf, we saw how quickly one of those regional conflicts can involve our vital interests and require our action.

We are not the world's policeman. That role will increasingly be played by international organizations. However, our strategy recognizes that America has responsibilities around the world we must be ready to meet. We cannot withdraw into "Fortress America." History has shown the futility and danger of such a policy.

We must remain engaged around the world -- politically, diplomatically, and with our military force around the world. Our friends know that our power is the power that can be trusted. Our friends around the world - and now even our former enemies - see our presence as the basis of their own security and safety. We must not fail them, for their sake and our own.

Our Strategy requires us to be able to project power quickly and effectively

across the oceans to deal with the crisis we couldn't avoid , or couldn't predict. Sealift will be critical to fulfilling this strategic requirement. We learned a lot of valuable lessons from our lift operations in Desert Shield and Desert Storm. Many of these lessons have been incorporated in our new Mobility Requirements Plan - a blueprint for what we believe is needed to fulfill our armed forces' lift requirements in support of our new Strategy

So, even as we are cutting our forces overall by twenty-five percent, and even as we are paying a real peace dividend, we will be making a major investment in sealift - some \$7 billion to be spent over the next five years to buy additional, fast sealift ships, more ships for the Ready Reserve Force, more "roll on/roll off" ships, and other mobility enhancements. The plan that we have put together also acknowledges that the merchant marine and our maritime industry will be vital to our national security for many years to come.

But, making capital investments in ship, equipment and infrastructure improvements is just one part of what is needed. The key investment, the one that really matters, is our investment in quality people.

Our men and women in uniform, especially those in front of me today, are a national resource. They are proud and patriotic and dedicated. They have served their country nobly around the world. The American people love those willing to serve their nation.

Each one of you is now a part of that treasure. Few occupations require the high standards US seamen must meet and the skills they must acquire in order to pursue their career. It is your skills and those of your buddies in the armed services that will help America maintain its position of leadership in the world.

In recent years some have said to you that you are becoming a vanishing breed. Don't you believe it. I am here to tell you today that we still need you. Do not let anyone suggest to you otherwise.

Some of you plan to go into the armed services; other to sea on board merchant ships; still others to shore-based jobs in the maritime industry. But, wherever you go, whatever you do, never forget the proud traditions and principles that you drew from this beautiful place.

I hope you will also remember what you have learned here at Kings Point. Remember, especially, the Academy's emphasis on duty and achievement. I think myself often quoting President Eisenhower, and I think he put it best when he said, "No man can always be right. So the struggle is to do one's best; to keep the brain and conscience clear; never to be swayed by unworthy motives and inconsequential reasons, but to strive to unearth the basic factors involved and then do one's duty."

You are carrying on a tradition of duty - the tradition of the seafarer, of the mariner, a tradition that predates the birth of our nation, and that is inseparable from its proud history.

I am an infantryman. I have deployed to foxholes. I have deployed to armored fighting vehicles, I have deployed to tanks. But I have never gone to sea. I have not gone, "down to the sea again, to the lonely sea and the sky" asking only for "a tall ship and a star to steer her by."

Those who have, who have served for months at sea without their families and

loved ones, have my utmost respect and my utmost admiration.

They are not alone in their service. We often forget that life of the seafarer is a sacrifice shared with their families. Those who wait months - who stand at the pier anxiously searching for a loved one's ship to appear over the horizon - deserve our gratitude and our admiration as well.

Yes, many of you are about to join that special fraternity of the sea. You are also about to join another fraternity, another family - the family of servicemen and women. In a few moments, each of you will take you oath of service, as do graduates from our other service academies. You will pledge true faith and allegiance to the United States of America, and to support and defend its Constitution. To each of you I say,"Welcome aboard." My 34 years of public service in America's armed forces have been exciting and fulfilling. My only regret is that I cannot do another 34 years. I envy you as you start out.

To the Kings Point graduates of 1992, again my warmest congratulations. May you always have fair winds and following seas. Good luck, God bless you and God bless the United States of America.

General Powell's commencement address to the class of 1992 at Kings Point, June 15, 1992

The following are photos received without any additional information.



Fig 197 Louis Larue
"42 USMMA



Fig 198 Cadet Conway
and friend, Training at
Algiers, New Orleans, LA
1940

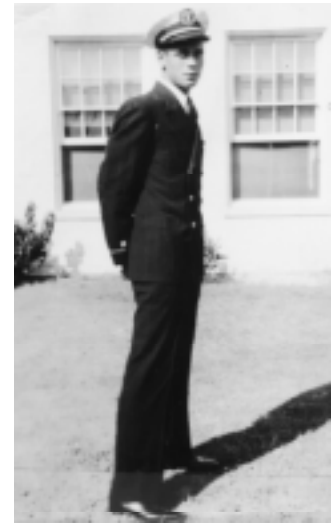


Fig 199 Cadet
Edward Lane
'42



Fig 200 Henry
Ritter Deck Cadet
in SS Robin
Locksley, 1940



Fig 201 Recently licensed
Officers ready to travel May 1942



Fig 202 Mark
Campbell's
shipmate on
SS
**PRESIDENT
PIERCE**

END OF PART ONE